

Domestic Violence Council Tackles Tough Challenges



Domestic Violence
Expert Sara Buel



In a society where numbers are prolific, it's tough getting anyone to listen to statistics these days. From how many people bite their nails to how many pounds of potato chips are consumed each year, we are a population inundated with numbers.

So it can be difficult for society to pay attention when reports show that of the 26,717 domestic violence victims who sought safe sanctuary in an Arizona shelter last year, 19,775 were turned away.

"Here's a number that should get anyone's attention: 66 women, children and men were killed during a 21-month period in domestic violence incidents in Maricopa County," said Phoenix City Council member Peggy Bilsten. Bilsten chairs the Maricopa Association of Governments (MAG) Regional Domestic Violence Council — a group that understands that some numbers have faces.

"Valley police departments received approximately 80,000 domestic violence related calls

last year," said Bilsten. "Those calls represent 80,000 personal stories. Stories of women and men from every social class, every race, every level of education — whose lives are being threatened by abuse."

The MAG Regional Domestic Violence Council represents the largest domestic violence coordination effort in the country. The 50-member council is made up of domestic violence service providers, elected officials, business leaders, victim advocates, medical providers, foundations, and religious leaders. Their task is to oversee the implementation of 41 recommendations contained in the MAG Regional Domestic Violence Plan.

"We've brought these experts together from all corners of the Valley to develop a coordinated, community response to end domestic violence in the region," said MAG Domestic Violence Specialist Mary Thomson.

In March, the Council received additional inspiration from Sarah

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Tempe Mayor
Neil G. Giuliano

From the Chair

On June 21, 2000, I will be handing over the MAG chairmanship to another member. So, as this is my last "Chairman's Message" for the MAG newsletter, I thought I might take this opportunity to share a few thoughts about MAG's past, present and future.

When MAG was formed in 1967, I am sure the natural reaction to this new organization was: how are all of these local governments going to work together and put aside their individual wants/needs for the good of the entire region? Of course that was, and often continues to be, the challenge. But I think this organization has made great strides, coalescing as a coordinated regional entity, to address the major issues facing our region.

I am very proud of the progress that MAG has made in the last couple of years in many areas, especially human services. For so long, the issues of transportation

and air quality have dominated MAG's radar screen. But it is wonderful to see MAG becoming a leader on issues that cross our individual city boundaries and affect so many citizens throughout the region. MAG's ongoing efforts on homelessness and domestic violence should be applauded, continued and expanded.

One ongoing challenge is further strengthening MAG's credibility and identity as an organization and regional leader on important and far-reaching issues such as transportation, air quality and growth planning. Many of our residents are still unfamiliar with MAG and its role. Additionally, we are all aware of the bills that have been floated at the State Capitol to undermine MAG's regional authority. To date, those efforts have been unsuccessful, but the fact that they have been introduced at all is troubling.

Votes from the MAG organization need to reinforce MAG's role and authority, especially on issues such as transportation, for which the organization has been given federal authority. If MAG is to prosper, it must stand firm and act decisively on issues within our jurisdiction.

And MAG must prosper. Alternatives such as a legislative process dealing with the issues that we face, or County jurisdiction which reduces the role of individual communities, have been suggested. Both of these scenarios are unacceptable, not only as a

Chair continued on page 3

REGIONAL council members

- ◆ **Mayor Neil G. Giuliano** Tempe, *Chair*
- ◆ **Mayor Skip Rimsza** Phoenix, *Vice-Chair*
- ◆ **Mayor John Keegan** Peoria, *Treasurer*
- Mayor Ron Drake** Avondale
- Mayor Dusty Hull** Buckeye
- Mayor Edward C. Morgan** Carefree
- Mayor Vincent Francia** Cave Creek
- ◆ **Mayor Jay Tibshraeny** Chandler
- Mayor Cel Arias** El Mirage
- Mayor Sharon Morgan** Fountain Hills
- Mayor Chuck Turner** Gila Bend
- Governor Donald Antone** Gila River Indian Community
- Mayor Cynthia Dunham** Gilbert
- ◆ **Mayor Elaine M. Scruggs** Glendale
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- Councilmember Margarita Garcia** Guadalupe
- Mayor Colin Barleycorn** Litchfield Park
- Supervisor Andy Kunasek** Maricopa County
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- Mayor Joan Shafer** Surprise
- Mayor Adolfo Gamez** Tolleson
- Mayor Larry Roberts** Wickenburg
- Mayor Eugene Russell** Youngtown
- F. Rockne Arnett and Dallas Gant** Arizona Department of Transportation
- Bill Beyer** Citizens Transportation Oversight Committee
- ◆ **Executive Committee Members**



MAGAZine is a quarterly newsletter of the Maricopa Association of Governments focusing on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

Neil G. Giuliano
Mayor of Tempe
Regional Council Chairman

James M. Bourey
Executive Director

Kelly Taft
Editor

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Graphic Design



Clean Fuels for Clean Cities:

Forum Showcases Alternative Fuels

Want to help clean up the Valley's "Brown Cloud?" How about driving an electric Porsche to work? That was just one of the suggested alternatives to healthier air promoted during an alternative fuels forum highlighting the benefits of clean fuels.

On April 25, 2000, the Maricopa Association of Governments (MAG) hosted "Arizona Alternatives: Clean Fuels for Clean Cities." The first-ever statewide forum was designed to promote, celebrate and showcase alternative fuel programs. The event recognized the achievements of stakeholders in supporting and encouraging the use of alternative fuels, and provided a chance for



citizens to learn more about the benefits of driving an alternative fuel vehicle.

"We know that clean air is one

of the highest priorities for Valley residents, who are concerned not only about the aesthetics of the Brown Cloud, but also about its impact on their health," said Clean Cities Planner Anne MacCracken. "Alternative fuels can be an effective weapon in reducing dirty emissions and cleaning up many of the particulates that make up the Brown Cloud," she said.

The conference featured events and discussions aimed at alternative fuel providers, fleet managers, Clean Cities stakeholders and other decision makers. Information booths and displays were open to the public in an effort to teach motorists more about alternative fuels and how they can be used.


The most popular display featured a 'ride and drive' where participants could drive or be driven in a number of alternative fuel and advanced technology vehicles. The clean cars ranged from a hydrogen Geo to bi-fuel pickup trucks to a retrofitted electric Porsche brought in by students from Shadow Mountain High School. The high school program gives students the opportunity to build, operate,



maintain and race electric and solar vehicles.

"We wanted to demonstrate that owning and driving an alternative fuel vehicle is not much different from owning any other vehicle," said MacCracken. "Appearance, handling and performance are virtually the same. But the difference in what comes out of the tailpipe can be critical to cleaner air," she said.

Jeff Grosco, Speaker of the Arizona House of Representatives — who himself drives an alternative fuel vehicle — delivered the keynote address at the forum. He discussed legislative efforts designed to encourage more companies and individuals to switch to alternative fuel vehicles.


Types of alternative fuels showcased during the event were natural gas, propane, electric, hydrogen and solar. Sponsors included Honda Cars of Mesa and Showcase Honda; Pioneer Ford; Arizona Public Service Co.; Intel Corp.; Lou Grubb Ford; Mel Clayton Ford; Salt River Project; Southwest Gas Corp.; U.S. Department of Energy; and the U.S. Postal Service. 

Ride-and-drives gave motorists a chance to experience alternative fuel vehicles firsthand.

From the Chair

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matter of federal law, but in terms of stronger involvement and a better public policy process to serve the public.

I would like to thank each MAG member for the opportunity to serve as your Chairman. I would also like to recognize Jim Bourey and the entire MAG staff. Without them, we really would not survive! Serving as Chairman has been an honor, a challenge, and a wonderful experience. I thank each of you for your kind words of wisdom and encouragement along the way, and I look forward to continuing to work with each of you on the many issues that affect us all — regionally and locally. 



Jeff Grosco, Speaker of the Arizona House of Representatives, delivered the keynote address at the forum.

Census Data Needed for Many Reasons

Questions have arisen in recent weeks as to why the Census Bureau needs the extensive data asked on the long form. Editorials and even statements made by a U.S. Senator and presidential candidate George W. Bush have indicated a belief that some census questions are “intrusive.” But there are very real reasons as to why the information asked on the Census form is necessary.

While a major use of the census is apportionment of U.S. House of Representatives seats among the states, it also provides high-quality data that would not otherwise be available.

“This information is needed to provide concrete information that serves as the basis for sound decisions in the allocation of billions of dollars in assistance programs,” said MAG Socioeconomic Program Manager Harry Wolfe.

For example, some have ballyhooed a question on plumbing facilities, questioning why the government is interested in our toilets.

“That question goes to the heart of substandard housing,” said Wolfe. “Whether a person has a working toilet is a pretty good indicator of whether a housing unit is substandard. The information is used to allocate housing subsidies to local governments and ensure that Americans have decent, safe and sanitary housing.”


Public health officials also use the plumbing facilities

information to locate areas in danger of groundwater contamination and waterborne diseases.

In fact, the ONLY new question on the Census Long Form from the 1990 census is a question about grandparents as caregivers.

“That question is used to distinguish between households in which a grandparent temporarily provides a home and those in which grandparents are primary caregivers responsible for the basic needs of the grandchild,” said Wolfe. “Is that really a threatening or intrusive question?” he asked.

Wolfe pointed out that it was because the Census Bureau was concerned about burdening respondents with too many questions that the “long form” was conceived in 1940. The selection of a sample of households, based on established scientific methods, means that not everyone is asked every question — five out of six households get a “short form” containing only the most basic demographic questions needed for apportionment and to ensure an accurate census total.

“Unfortunately, if those who receive the long form refuse to fill it out or leave questions blank, it negatively impacts the sample,” said Wolfe. “That could be especially devastating to poor or disadvantaged citizens who won’t receive as much federal assistance, most of which is distributed based on Census information.” 

United States Census 2000

Some Reasons Behind Those Census Questions

Questions on Gender

- Needed to fund social and welfare programs and ensure equal employment opportunities for women

Questions on Race

- Used to assess racial disparities in health and environmental risks, to ensure equal opportunity to vote, foster fair employment practices, and prevent discrimination in redistricting policies

Questions on Income and Employment

- Used to determine poverty status; guides funding for social services

Questions on Origins and Languages

- Used to measure social and economic characteristics and tailor services to accommodate cultural differences

Questions on Where We Move

- Used to forecast the demand for facilities such as schools, hospitals, libraries, and fire and police stations

Questions on Housing

- Used to set fair market rents and to locate areas with substandard housing
- Used in allocation formulas for more than 20 federal programs
- Used to develop housing assistance plans for elderly, low-income and handicapped individuals

For More Information:

- United States Census Bureau:
www.census.gov

Desert Peaks Awards to Honor Regional Excellence

The night will sparkle, nominees will shine, and the anticipation will be high when the Third Annual Desert Peaks Awards ceremony gets underway at the Airport Marriott Hotel on June 21, 2000.

The Desert Peaks Awards honor projects, partnerships and individuals that have demonstrated a commitment to regionalism through their cooperative efforts. Last year's honorees included the East Valley



Automatic Aid Agreement; WESTMARC; Ginny Hildebrand, Executive Director of the Association of Arizona Food Banks; Williams Gateway Airport; and Mary Lynn Kasunic, Director of the Area Agency on Aging, Region One.

"The Desert Peaks Awards allow us to celebrate the many remarkable efforts by cities and other agencies who work together for the betterment of our region," said MAG Executive Director James M. Bourey. "It's a chance for us to showcase the outstanding partnerships that provide a better use of resources and service delivery to citizens, and which make the Valley a better place to live," he said.

This year 45 nominations were received for the five award categories of Public Partnership, Public Private Partnership, Distinguished Service, Regional Partnership and Regional Excellence.

The distinguished panel of judges who will determine the finalists and award recipients include: Sandy Black, Community Relations Manager at Intel Corporation; Alfredo Gutierrez, President of Jamieson and Gutierrez and former State

Senator; the Honorable Jeff Hatch-Miller, State Representative; Ginny Hildebrand, Executive Director of the Association of Arizona Food Banks and 1999 Desert Peaks Award recipient; Pam Johnson, Senior Vice president and Executive Editor of the Arizona Republic; Ray Kellis, former Peoria School Superintendent; and Kathryn Lincoln, President of Lincoln Foundation, Incorporated. The judges were selected for their insight and knowledge of regional issues.

The Desert Peaks Awards program follows the MAG Annual Regional Council Meeting, which begins at 5:00 p.m. on Wednesday, June 21st. A reception will be held from 5:30-6:30 p.m., with the dinner and awards ceremony taking place from 6:30-8:30 p.m. Highlights of this year's event will include a State of the Region address by MAG Chairman Neil Giuliano and a look at the challenges ahead for the region by Vice Chairman Skip Rimsza. 



One of this year's judges, Ginny Hildebrand, was a 1999 Desert Peaks Award recipient

If you go...

Date:

Wednesday, June 21, 2000

Time:

Reception

5:30-6:30 p.m.

Dinner & Awards

6:30-8:30 p.m.

Place:

Airport Marriott Hotel
1101 N. 44th Street
Phoenix, Arizona

Cost:

\$40

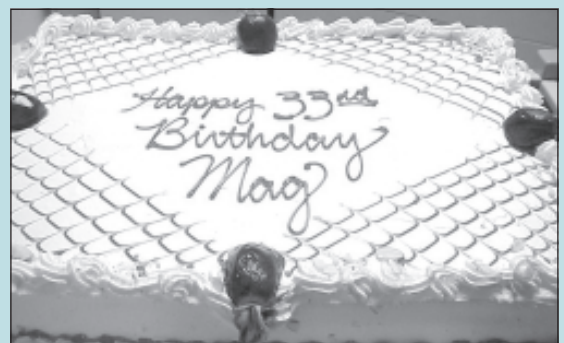
RSVP:

Reservations and payments are due by June 6, 2000. Send to:
Maricopa Association of Governments
Desert Peaks Awards
302 North 1st Avenue
Suite 300
Phoenix, AZ 85003

Information:

Please call (602) 254-6300

MAG Moment



On April 12, 2000, MAG celebrated 33 years of serving the region since its inception in 1967.

Bicycling and Walking in the 21st Century

When you think of transportation planning, bicycling and walking may not be the first images to pop into your head. But urban pathway systems that link neighborhoods to local destinations have become a critical cog in the overall transportation system.



Bike and pedestrian planners get a true feel for the trail during a conference field trip.

“We need to think of how the various modes can help support each other, so that people can easily move from a path to a trail to a bus to a sidewalk, all in one journey,” said Jim Coffman, senior planner with the Phoenix landscape architecture firm Todd and Associates. “People are looking for a convenient connection to where they want to go, and (they want to) get there safely and comfortably” he said. “It’s not enough just to make it available, you need to make it feel safe, secure and pleasant.”

Charles Flink, president and founder of Greenways, Inc., a landscape architecture firm based in North Carolina, said bicycle and pedestrian systems are tools communities can use to improve the quality of life for residents.

“Being able to get around in outdoor environments without depending on the automobile is becoming extremely important,” said Flink, adding that many people use urban pathways as a means of exercise. “In terms of health and fitness objectives for citizens in communities, bike and pedestrian systems offer wonderful, inexpensive, close-to-home-and-work opportunities,” he said.

Flink and Coffman were among the facilitators at a two-day conference in April, “Bicycling and Walking in the 21st Century,” sponsored by the Maricopa Association of Governments, Arizona Department of Transportation, Federal Highway Administration and Valley Metro.

MAG Transportation Planner Dawn Coomer said bicycle and pedestrian friendly environments contribute to successful communities in a variety of ways. “A network of linked paths can help communities reduce traffic congestion, improve the health of residents and create a more livable community,” she said.



Retrofitting older communities with urban paths is much more challenging than designing them into new developments.

“There are so many barriers already in place, you often have to find creative solutions around

them,” said Coffman. “In addition, the nature of linear planning is that it crosses all types of jurisdictional and ownership boundaries, requiring intense involvement with a lot of people,” he said.

Flink agreed that it’s difficult to secure the right-of-ways needed to develop community-based trail systems in established areas.

“We haven’t developed our communities in a way where right-of-way is available,” he said, adding that the news is much better when it comes to new developments.

“Developers are interested in providing these amenities because their own customer feedback is telling them this is important, this is what people want,” said Flink.

“It seems like more developers are paying attention to the urban environment,” said Coffman. “They’re recognizing that paths must be part of the integral design — you no longer just slap in a four-foot sidewalk.

The pedestrian experience must be part of the project, and they must consider how it relates to the streets and the whole transportation system,” he said.

For more information about bicycling and pedestrian projects in the MAG region, contact Dawn Coomer at (602) 254-6300.

Summer Ozone Campaign Delivers Clean Air Message

Combine trips. Maintain your car. Rideshare. These three simple messages are at the heart of a summer-long media campaign being waged in an effort to reduce ozone pollution.

The media messages incorporate the three main themes of “It All Adds Up to Cleaner Air,” a public education program first initiated in the Valley during last year’s summer ozone season. The purpose of the campaign is to provide information about the link between travel behavior and air quality.

“As motorists we don’t always think about how the choices we make in getting around town have a direct impact on the quality of the air we breathe,” said Kelly Taft, project manager for the program. “While progress has been made in improving air quality, vehicle travel continues to increase. ‘It All Adds Up to Cleaner Air’ gives people some very simple steps they can take to reduce traffic congestion and help clean our air,” she said.

The first salvo in the summer-long campaign will be launched May 18, with a kick-off press conference to be attended by Arizona Governor Jane Dee Hull, as well as representatives from the U.S. Environmental Protection Agency, Department of Environmental Quality, and MAG.

“Governor Hull will take this opportunity to recognize the tremendous steps we have taken



toward improving air quality in our state,” said Laura Cherry, marketing manager for the Clean Air Campaign. “We’ve now gone more than three years without a violation of the ozone standard. Even though this is a significant achievement, we must continue to work together in order to maintain our clean record,” she said.

The Governor will once again encourage business and industry to participate in an “Ozone Alert” program by reducing the number of employees driving to work on high pollution advisory days by ten percent. Last year, more than 230 Valley businesses participated. Employers who want to sign up for the program can do so by calling Valley Metro at (602) 262-RIDE.

Once the media campaign is underway, additional advertising activities will include metro-traffic radio spots, billboards, and cinema slides at Harkins and AMC Theaters. Campaign materials will also be included in trip reduction toolkits sent to 1,200 Valley employers. 

Anyone interested in obtaining “It All Adds Up to Cleaner Air” materials in English or Spanish can contact Kelly Taft at (602) 254-6300.

MAG Region is Leader in Intelligent Transportation Systems


Intelligent Transportation Systems (ITS) have become an integral part of the surface transportation system in the metropolitan Phoenix area. From freeway ramp meters and variable message signs to coordinated signal timing and computer-aided dispatch for transit — local agencies are turning to high-tech tools to better manage regional traffic demands.

“Over the past decade, Arizona has made a substantial investment in ITS technologies to make traveling safer and more convenient,” said MAG ITS Program Manager Sarath Joshua. “In fact, our region has received international recognition as a leader in implementing innovative ITS solutions,” he said.

Dr. Joshua said MAG has taken a leadership role to update the region’s ITS Strategic Plan, originally completed in 1995. MAG is undertaking a 12-month study that will result in a “roadmap” for deploying ITS projects and programs over the next 20 years.

“We must look at the system architecture to show how all of the systems, subsystems and field elements work together,” said Dr. Joshua. “We must determine which ITS projects meet regional transportation needs, prioritize which should be applied now and over the long term, and develop ways to integrate connected systems,” he said.

Dr. Joshua credits the cooperative spirit in which agencies throughout the region approach ITS for the success of ITS programs in the Valley.

“Since the mid-1980s MAG and its partner agencies — the Arizona Department of Administration and Federal Highway Administration — have worked together to deploy ITS systems that meet the growing demands on the region’s transportation system,” said Dr. Joshua. “That combined determination has resulted in a solid foundation for us to expand the system in the future.” 

So, Where Do We Go From Here?

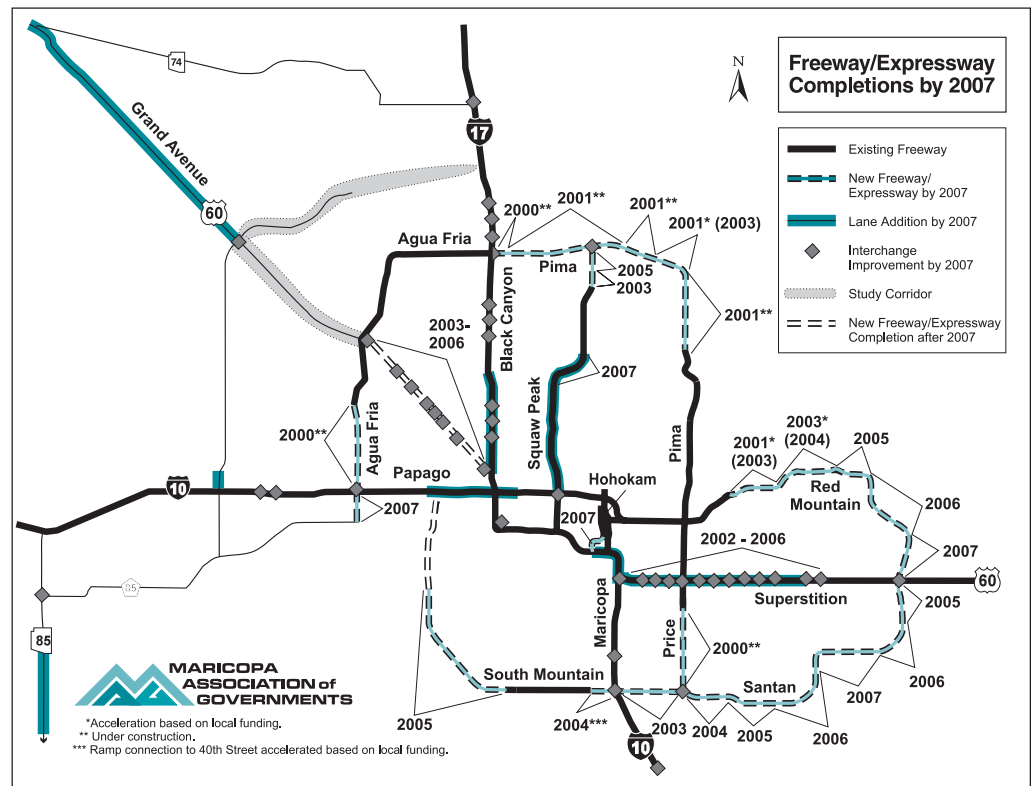
Thanks in large part to MAG efforts and an increase in federal and state funding — the regional freeway system will be complete in the year 2007. Great news to be sure, but with the freeway system's to-do list nearly complete, the question arises: "So, where do we go from here?"

"There are many things we must look at in considering our future," said MAG Executive Director James M. Bourey. "For example, how will our transportation investment help this region prosper in the new economy? How will changes in land use, population growth, demographics and technology relate to air quality, mobility, and our quality of life? There's a lot to analyze and evaluate, even before the freeways are finished," he said.

Bourey said there is no shortage of ideas emanating from a variety of fronts. From planners to the public, most agree that transportation systems of the future must focus heavily on a "multi-modal" approach. "Multi-modal" plans incorporate such elements as public transit, bicycle and pedestrian facilities, alternative fuel programs, videoconferencing and teleworking.

"In addition, with increasing concern over growth, we must look closely at issues such as integrating land use and preserving open space in developing transportation facilities," said Bourey.

MAG has already begun planning for the future. On March 25, MAG brought together a group of



private-sector transportation experts to discuss development of a new MAG Regional Transportation Plan. Participants considered a variety of potential impacts on future transportation planning, such as identifying the forces shaping the region and how they impact our transportation network.

"Questions raised included how to integrate e-commerce with future transportation projections, and how to address issues such as safety, truck traffic, and road rage," said MAG Assistant Director Dennis Smith. "The group talked about how our aging population will impact travel in the future. All of these are issues which must be addressed in a broad-based transportation plan," he said.


Participants agreed that in order to address such challenging issues, planners must step back from a project approach to

transportation and examine future needs in tandem with an overall statewide effort.

"By sharing our vision and resources throughout Arizona, the best plan for the future will emerge," said Smith.

Bourey said that the March 25th meeting was an exceptional start, bringing together experts with more than 200 years of combined experience in transportation planning.

"The dialogue that began in that room will continue for many years to come, in many other rooms," said Bourey.

"What we do already know is that our mission is changing. The challenges ahead may be difficult ones, but they represent remarkable opportunities to improve urban mobility and make the Valley a better place to live," he said. 

Homeless Planning Requires Coordinated Approach

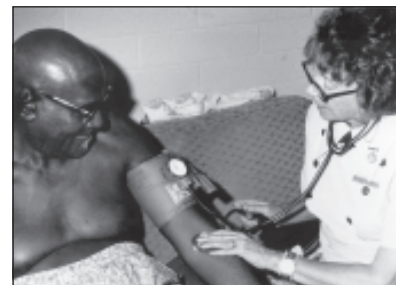
When it comes to serving the region's homeless, there are a lot of people who want to help. But providing homeless services takes money, and there are only so many slices of the federal pie to go around.

The competition for federal funding can pit agency against agency in an every-man-for-himself system of application and distribution. But agencies in the MAG region have found a better way of seeking desperately-needed dollars from the U.S. Department of Housing and Urban Development (HUD).

"Homeless service providers in the Valley have agreed to let the MAG Homeless Steering Committee assume responsibility for a coordinated application process," said MAG Human Services Manager Carol


Kratz. "All agencies applying for these HUD funds will submit their applications to MAG. The Valley of the Sun United Way will rank them by priority. We then send the applications on together as a comprehensive, 'continuum of care' package," she said.

This "continuum of care" application process is successful for many reasons, according to Homeless Steering Committee Chair Frank X. Gordon. "The steering committee develops review criteria and evaluation instruments that enable us to submit proposals with the greatest chance of being selected," he said. "In this manner, we ensure that our homeless population has the best possible shot at receiving the funding needed for critical services."



Services provided through the continuum of care grant include permanent and transitional housing, support services, children's programs, health care and counseling.

The MAG Homeless Steering Committee is made up of 50 members representing non-profit agencies, state and local governments, funding agencies, and homeless advocates.

This year, the committee received 31 applications totaling \$26 million over a three-year funding cycle. However, Kratz admits that getting all of the funding desired could be tough. The most HUD funding ever received in the region occurred last year, and only \$15.5 million was provided. 

Strengthened Dust Plan Gets EPA Approval

Nearly one month to the day after sanctions were imposed against major producers of dust and particulates, the Environmental Protection

Agency (EPA) proposed approval of a dust control plan submitted by MAG.

Under the 1999 MAG Serious Area Particu-

late Plan for PM-10 (particulate matter less than ten microns in diameter), the region would reach attainment of particulate standards by the year 2006.

"This plan takes a much more balanced approach to improving air quality by improving compliance with existing fugitive dust controls and paving heavily traveled unpaved roads," said

Felicia Marcus, U.S. EPA's regional administrator. "We appreciate MAG's effort to develop a plan that will result in cleaner air and a greater protection of public health."

The EPA indicated in November that it had problems with MAG's original PM-10 plan, stating that it did not go far enough in addressing issues of dust control enforcement or in reducing dust on paved public roads and unpaved private roads.

Although sanctions were imposed March 2nd, EPA has stayed the sanctions until final approval of the plan. The sanctions prohibited major sources of particulate pollution — such as utilities and sand-and-gravel operations — from starting up or expanding unless they reduced their emissions by two pounds for every pound created.

"We're pleased EPA is moving forward to approve our revised plan and put an end to the penalties," said MAG Environmental Manager Lindy Bauer. "While it's difficult to have sanctions imposed, we believe the end result is a stronger plan that will help us reach our goal of reducing particulate pollution."

Despite the EPA's approval, the plan is likely to face additional challenges. The Arizona Center for Law in the Public Interest says it will challenge the plan in court. Because the region is designated as "Serious" for particulate pollution, under federal law the MAG plan must contain the most stringent measures feasible for the region. The Center for Law believes the plan does not contain the most stringent measures, because the state legislature has failed to enact the strongest possible diesel fuel and agriculture measures.

If the federal court was to vacate the EPA approval, the sanctions clock would start ticking from where it left off at the time of the approval, potentially resulting in more and harsher penalties.

"That would put the region just a few months away from the loss of federal highway funds and a conformity lapse," said Bauer. "Such a lapse would mean that all new projects of regional significance, even those funded by cities through local funds, would be halted," she said.

In all, 600 projects totaling \$2.7 billion dollars could be affected by a conformity lapse. 



Controlling dust at construction sites can help reduce particulate pollution.

Grant Will Help Region 'Grow Smarter'


Building sustainable communities just got a little easier, thanks to a \$295,000 grant awarded to MAG under the Transportation and Community and System Preservation Program (TCSP).

The grant will help MAG assist member agencies with implementing the planning requirements for growing smarter and create an integrated approach at the regional level.

"It's estimated that the MAG region will increase by 850,000 people in the next decade and that the population will nearly double by the year 2025," said MAG Regional Development Manager Corey Cox. "This growth will impact land use,

transportation, housing, air quality, water use and infrastructure costs. Without careful planning, these impacts may threaten the economic vitality of this region."

Cox said that through the TCSP project, MAG can provide analysis to facilitate transportation, infrastructure and open space investment decisions. Such decisions lead to communities that are "sustainable," referring to their ability to thrive and prosper for many years into the future.

"The outcome of this effort will be an integrated planning approach for the region," said Cox. "It will lessen the potential negative impact one city could have on its neighboring city," she said. 

Domestic Violence Council cont. from page 1

Buel, a national expert on domestic violence issues. Twenty-four years ago, Buel was a victim of domestic violence. Today she is a prosecutor and nationally-recognized trainer on successful ways to combat domestic abuse.


"When people think of domestic violence, they usually think only of physical abuse," said Buel. "But domestic violence can include economic abuse, emotional abuse, sexual abuse and isolation," she said.

Buel, who has helped establish award-winning domestic violence programs across the country, spoke about the elements of successful regional domestic violence councils. Her advice ranged from using committees that utilize the

expertise of members to the need for strong community education components.

"We still have so many victims who have no idea of the resources that are out there for them," said Buel.

Buel suggested conducting a "Community Safety Audit" to assess how well each system is doing. She also discussed the need for employers to establish safety plans at the work place, emphasizing that such plans can protect businesses from liability and save money by reducing sick leave, boosting morale and increasing productivity.

"I really believe we can wipe out domestic violence," said Buel. "We know what to do. We just have to do it." 

Sunday on Central a Success



Youngsters attending "Sunday on Central" in April try to win prizes by throwing bean-stuffed animals through the MAG logo. The MAG booth was a huge hit with young and old alike, and gave MAG the opportunity to distribute information on its transportation, pedestrian, bicycle, domestic violence and clean air programs. 1,000 kids walked away with the most coveted prize: a MAG beach ball.

Domestic Violence

What is domestic violence?

- Domestic violence is a pattern of behavior that includes the use or threat of violence and intimidation for the purpose of gaining power and control over another person.

Who are the victims?

- Eighty-five percent of domestic violence victims are women. Domestic violence touches every strata of society, regardless of age, ethnicity, socioeconomic status, mental or physical ability or religious background.

What are the impacts?

- In 1996, there were 1,800 domestic violence homicides in the U.S.
- Children are likely to be maltreated in 30 to 60 percent of families where the mother is a victim of domestic assault.
- Battering is the single highest cause of injury among women — more than accidents, muggings and rapes combined.
- Domestic violence costs businesses \$3-5 billion per year in lost productivity, absenteeism, employee turnover and health care costs.

What can be done?

- Victim safety and batterer accountability must be of primary importance.
- Victims must have adequately funded domestic violence services available, including shelter, affordable housing, legal advocacy and transportation.
- Victims must be able to rely on the criminal justice system to protect them and hold abusers accountable.

Source:

Arizona Coalition Against Domestic Violence

For local shelter call:

(602) 263-8900 or
1-800-799-7739.



EVENTS *Calendar*

MEETING *Times*

SUMMER 2000

May	June	July
2nd 8:30 AM, Domestic Violence Long Term Response Action Team 2nd 9:00 AM, South Mountain Agency Stakeholders Group 2nd 1:30 PM, Park and Ride Site Selection Project Agency Forum 3rd 9:00 AM, Domestic Violence Prevention and Early Intervention Action Team 3rd 1:30 PM, Specifications and Details Committee 5th 9:00 AM, Domestic Violence Crisis/Traditional Response Action Team 9th 1:30 PM, Street Committee 10th 12:00 PM, Management Committee 16th 10:00 AM, Water Quality Advisory Committee 16th 1:30 PM, Regional Bicycle Task Force and Pedestrian Working Group 17th 9:00 AM, Intelligent Transportation Systems Committee 17th 2:00 PM, Building Codes Committee 18th 10:00 AM, Population Technical Advisory Committee 18th 2:00 PM, Regional Domestic Violence Council 22nd 9:00 AM, North Valley Forum 23rd 10:00 AM, Transportation Review Committee 24th 5:00 PM, Regional Council 25th 10:00 AM, Telecommunications Advisory Group 25th 2:00 PM, Homeless Continuum of Care 25th 2:00 PM, 9-1-1 Oversight Team 31st 1:30 PM, Enhancement Funds Workshop	1st 1:30 PM, Air Quality Technical Advisory Committee 6th 1:00 PM, Continuum of Care Steering Committee 7th 1:30 PM, Specifications and Details Committee 12th 1:30 PM, Park and Ride Site Agency Forum 13th 1:30 PM, Street Committee 14th 12:00 PM, Management Committee 15th 9:00 AM, Human Services Technical Committee and Human Services Coordinating Committee 20th 1:30 PM, Regional Bicycle Task Force/Pedestrian Working Group 20th 4:00 PM, Regional Trails Forum 21st 9:00 AM, Intelligent Transportation Systems Committee 21st 2:00 PM, Building Codes Committee 21st 5:00 PM, Regional Council Annual Meeting @ the Phoenix Airport Marriott 21st 6:30 PM, Desert Peaks Awards Ceremony @ the Phoenix Airport Marriott 22nd 10:00 AM, Population Technical Advisory Committee 26th 9:00 AM, North Valley Forum 27th 10:00 AM, Transportation Review Committee 29th 1:30 PM, Air Quality Technical Advisory Committee <div> The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. Please call (602) 254-6300 for confirmation. </div>	5th 1:30 PM, Specifications and Details Committee 6th 9:00 AM, Human Services Technical Committee 10th 1:00 PM, Park and Ride Site Agency Forum 11th 1:30 PM, Street Committee 12th 12:00 PM, Management Committee 18th 1:30 PM, Regional Bicycle Task Force and Pedestrian Working Group 19th 9:00 AM, Intelligent Transportation Systems Committee 19th 2:00 PM, Building Codes Committee 20th 10:00 AM, Population Technical Advisory Committee 20th 12:00 PM, Human Services Coordinating Committee 24th 9:00 AM, North Valley Forum 25th 10:00 AM, Transportation Review Committee 26th 5:00 PM, Regional Council Study Session 27th 10:00 AM, Telecommunications Advisory Group 27th 1:30 PM, Air Quality Technical Advisory Committee <div> All meetings, unless indicated otherwise will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue. Parking is available under the building. Please ask for parking validation. </div>